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DaimlerChrysler AG  
Stuttgart

Patent Claims

1. Brake system for a vehicle, having a brake servo assistance unit (16) for the automatic generation of brake force and at least one sensor (10, 22, 23) for the generation of a measuring signal, which represents an activity on the part of the driver and can be fed to a brake pressure control unit, it being possible to generate an activation control signal for the actuation of the brake servo assistance unit (16) should the measuring signal lie within an activation value range,  
characterized in that  
at least two sensors (10, 22, 23) are provided for the measurement of an activity on the part of the driver and an activation control signal can be generated should the measuring signals from the sensors (10, 22, 23) each exceed a reference value.
2. Brake system according to Claim 1,  
characterized in that  
absolute values and/or gradients can be generated as measuring signals.
3. Brake system according to Claim 1 or 2,  
characterized in that  
the reference values assigned to the sensors (10, 22, 23) are different.
4. Brake system according to Claim 3,  
characterized in that  
the second reference value can be generated by multiplying the first reference value by a reduction factor of less than one.

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5. Brake system according to one of Claims 1 to 4,  
characterized in that  
an activation control signal can be generated for a  
temporary activation of the brake servo assistance  
5 unit (16) for a limited period, should the higher  
reference value from one sensor (10, 22, 23) be  
exceeded and the reduced reference value from the  
second sensor (10, 22, 23) not yet be attained.

10 6. Brake system according to Claim 5,  
characterized in that  
the activation is maintained for a limited, defined  
number of working cycles of the control unit and  
thereafter a deactivation control signal can be  
15 generated for deactivation of the brake servo  
assistance unit (16).

7. Brake system according to Claim 5 or 6,  
characterized in that  
20 the activation is maintained, should the measuring  
signal from the second sensor (10, 22, 23) exceed  
the reduced reference value during the defined  
number of working cycles.

25 8. Brake system according to one of Claims 1 to 7,  
characterized in that  
a deactivation control signal deactivating the brake  
servo assistance unit (16) can be generated, should  
the measuring signal from at least one sensor (10,  
30 22, 23) fall below a reference value.

9. Brake system according to one of Claims 1 to 8,  
characterized in that  
at least two pressure sensors (22, 23) are provided  
35 for measuring the activity on the part of the  
driver.

10. Brake system according to Claim 9,  
characterized in that

the pressure sensors (22, 23) are arranged in a common brake circuit.

11. Brake system according to Claim 9,  
5 characterized in that

the pressure sensors (22, 23) are arranged in different brake circuits.

12. Brake system according to one of Claims 1 to 11,  
10 characterized in that  
at least one travel sensor (10) is provided for measuring an activity on the part of the driver.

13. Brake system according to one of Claims 1 to 12,  
15 characterized in that  
at least one travel sensor (10) and at least one pressure sensor (22, 23) are provided for measuring an activity on the part of the driver.

20 14. Brake system according to Claim 13,  
characterized in that  
an activation control signal can be generated,  
should the pressure gradient of one pressure sensor  
25 (22, 23) and the speed value calculated from successive measuring signals of the travel sensor (10) each exceed a reference value.

15. Brake system according to Claim 13 or 14,  
characterized in that  
30 an activation control signal can be generated,  
should the pressure value of the pressure sensor (22, 23) and the speed value of the travel sensor (10) each exceed a reference value.

35 16. Brake system according to one of Claims 13 to 15,  
characterized in that  
an activation control signal can be generated,  
should the pressure gradient of the pressure sensor

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(22, 23) and the travel of the travel sensor (10) each exceed a reference value.

17. Brake system according to one of Claims 13 to 16,  
5 characterized in that  
a deactivation control signal can be generated  
should the measuring signal from the travel sensor  
(10) fall below a reference value.

10 18. Brake system according to one of Claims 1 to 17,  
characterized in that  
a trip switch (9) is provided for deactivation of  
the brake servo assistance unit, which is installed  
in the brake booster (6) of the brake system (1), it  
15 being possible to generate a deactivation control  
signal, should the measuring signal of the trip  
switch (9) fall below a reference value.

19. Brake system according to one of Claims 1 to 18,  
20 characterized in that  
the measuring signals from the sensors (10, 22, 23)  
for generating an activation control signal must  
occur within a defined time window.